

date: January 24, 2025
to: Friederike H. Mittner, FAICP, Design and Preservation
Manager, Town of Palm Beach
from: Eric Czerniejewski, P.E., ENV SP
subject: Society of Four Arts Traffic Review

MEMORANDUM

The Corradino Group, Inc. (Corradino) has been requested to provide a traffic review of the Traffic Impact Evaluation and Parking Evaluation for the Society of the Four Arts redevelopment located at 100 and 102 Four Arts Plaza in the Town of Palm Beach, Florida. The following are our traffic review comments based on the 11/01/24 resubmittal.

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the Society of the Four Arts redevelopment dated 09/01/23 to the updated traffic evaluation.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: The TPS letter is attached to the updated study.

TCG 08/16/24 Response: Addressed.

2. Please update Table 2 by placing 2 stars, as shown below the table, to the Daily trip rate for museum. It currently only has 1 star which is related to the Movie Theatre AM peak hour trip rate.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: The footnotes for Table 2 have been updated accordingly in the updated study.

TCG 08/16/24 Response: Addressed.

3. Please include additional narrative in the Traffic Assignment and Site Circulation that provides additional information related to the roadway characteristics of the adjacent roadway facilities. This additional information should include the number of lanes, direction, sidewalk, bicycle and transit infrastructure, speed limit and roadway ownership.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: Additional narrative has been added to the report to provide a summary of the roadway characteristics for each of the roadways analyzed.

TCG 08/16/24 Response: Addressed.

4. Please update Figure 2 to include all the roadways referenced in Table 3 and Table 4. The current Figure does not depict Okeechobee Blvd, Olive Avenue, Flagler Drive and Lakeview Drive.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: Figure 2 has been updated accordingly in the updated report.

TCG 08/16/24 Response: Addressed.

5. Please update Figure 3 to match the total site generated trips with the driveway volumes for the proposed scenario per Table 2. Figure 3 has 80 AM inbound and 17 AM outbound trips. Figure 3 has 71 PM inbound and 99 PM outbound trips.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: The trip volumes in Figure 3 have been revised for consistency in the updated report.

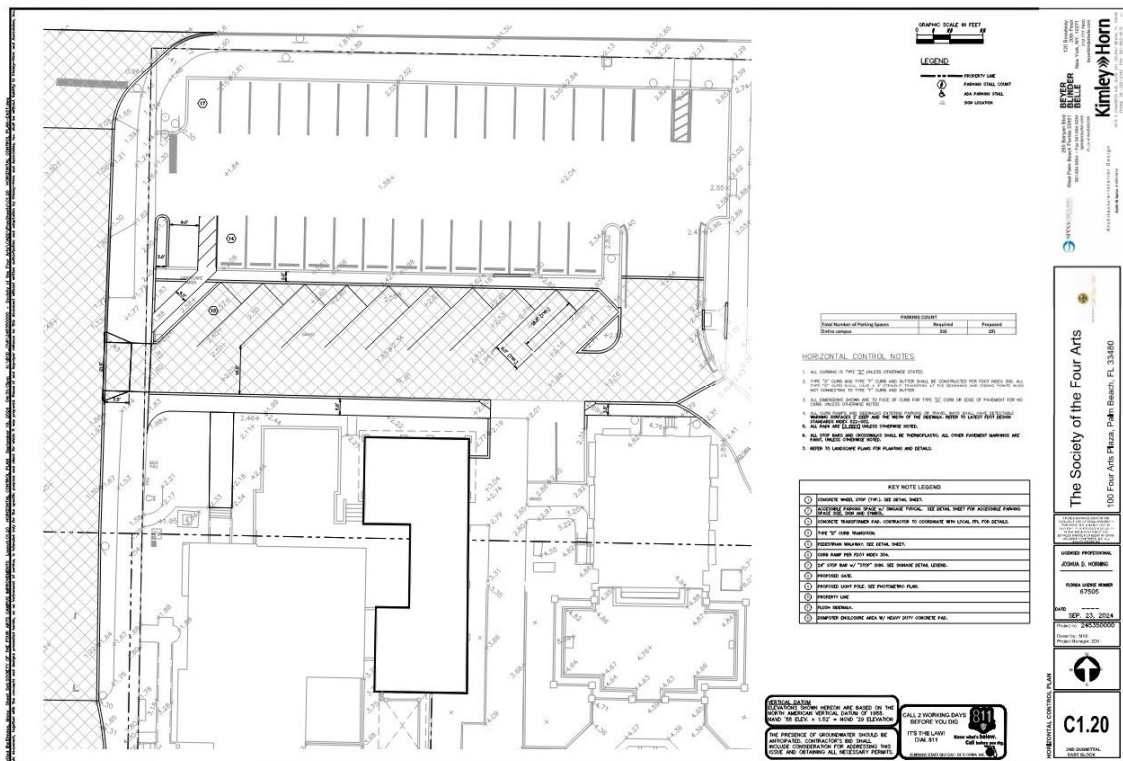
TCG 08/16/24 Response: Addressed.

6. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles per appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: This is being provided on a separate basis from the traffic study.

TCG 08/16/24 Response: This item is still pending. A copy of the pavement marking and signage plan was not included as part of the 08/09/24 resubmittal.

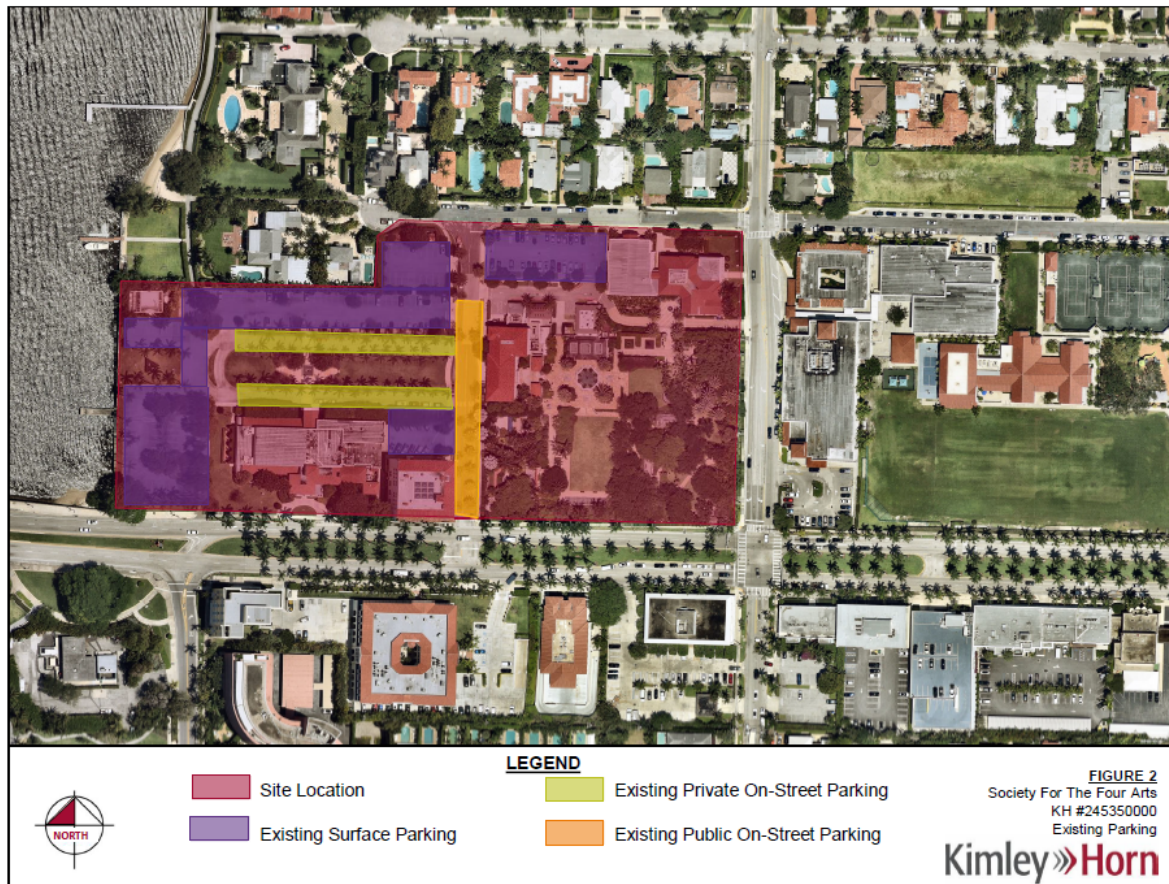
TCG 10/04/24 Response: This item is still pending. Plan sheet C.120 is a horizontal control plan and does not provide a complete representation of all of the pavement, marking and signage revisions to the entire campus. Please provide pavement, marking and signage plans for all proposed design revisions for the entire campus. The plan should update the parking count table that calls out the 191 proposed parking spaces. This table should reflect the 223 parking spaces, including the 42 stabilized grass surface parking spaces.



Kimley Horn and Associates, Inc.'s 10/07/24 Response: The requested additional pavement marking & signing information has been added to sheet C1.20 and is included in the updated submittal package.

TCG 10/28/24 Response: Addressed.

7. Please update Figure 2 of the Parking Requirements Evaluation by adding the number of parking spaces that are existing in each of the highlighted/shaded areas (surface parking and on-street parking).



Kimley Horn and Associates, Inc.'s 08/09/24 Response: Figure 2 in the parking study has been updated to depict the number of parking spaces in each section of the existing parking field.

TCG 08/16/24 Response: Addressed.

8. Please update the title of Table 5 to define this as the Baseline Parking Determination based on the parking for the existing land uses.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: The title of Table 5 has been updated to identify that this represents the Baseline Parking Determination for the existing uses in the updated parking study.

TCG 08/16/24 Response: Addressed.

9. Please update the title of Table 6 to define this as the Baseline Parking Determination based on the parking for the proposed/future parking land uses.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: The title of Table 6 has been updated to identify that this represents the Baseline Parking Determination for the proposed/future parking in the updated parking study.

TCG 08/16/24 Response: Addressed.

10. The Parking Requirements Evaluation includes adjustments based on time-of-day demand ratios per the ULI Shared Parking, 3rd Edition. There are site specific assumptions referenced in Table 7 for the office (visitors) and theatre (visitors and employees). Please provide an additional narrative that provides more details and justification for the adjustments per the site-specific assumptions.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: Parking demand for the office use in this particular instance is heavily driven by board meetings, etc. that are held in the office area. It was expected that basing it on board meetings and other site-specific characteristics is more accurate than generalized ULI rates. Additionally, during peak season, the theater often hosts lectures/events in the afternoon, whereas the generalized ULI rates are centered around theaters that host performances in the evenings. Therefore, these rates were also adjusted to reflect the site-specific characteristics of this use.

TCG 08/16/24 Response: Addressed.

11. Please update Tables 7 and 8 by highlighting the intersecting columns/rows that have adjusted percentages based on the site-specific assumptions for the office (visitors) and theatre (visitors and employees).

Kimley Horn and Associates, Inc.'s 08/09/24 Response: Highlighting has been added to the relevant rows on these tables in the updated parking study to identify the rows in which the time-of-day percentages were adjusted.

TCG 08/16/24 Response: Addressed.

12. Please provide actual parking utilization data for the existing site parking at the Society of the Four Arts campus. Please coordinate with the Town of Palm Beach on a proposed parking utilization study methodology prior to collecting the existing on-site parking data. Please update the Parking Requirements Evaluation with this site-specific information.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: This data would need to be collected during peak season and is therefore not able to be collected at the current point in time.

TCG 08/16/24 Response: This item is pending and will need to be added as a condition of approval.

Kimley Horn and Associates, Inc.'s 09/23/24 Response: Comment noted.

TCG 10/04/24 Response: Addressed.

13. Please provide site plan that depicts the site parking available on-site and includes a site parking data table that provides details on the required parking per the Town of Palm Beach Code of Ordinances and details required the Modified Parking based on the provided Parking Requirements Evaluation.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: The requested information is provided as a part of the site plan architectural package.

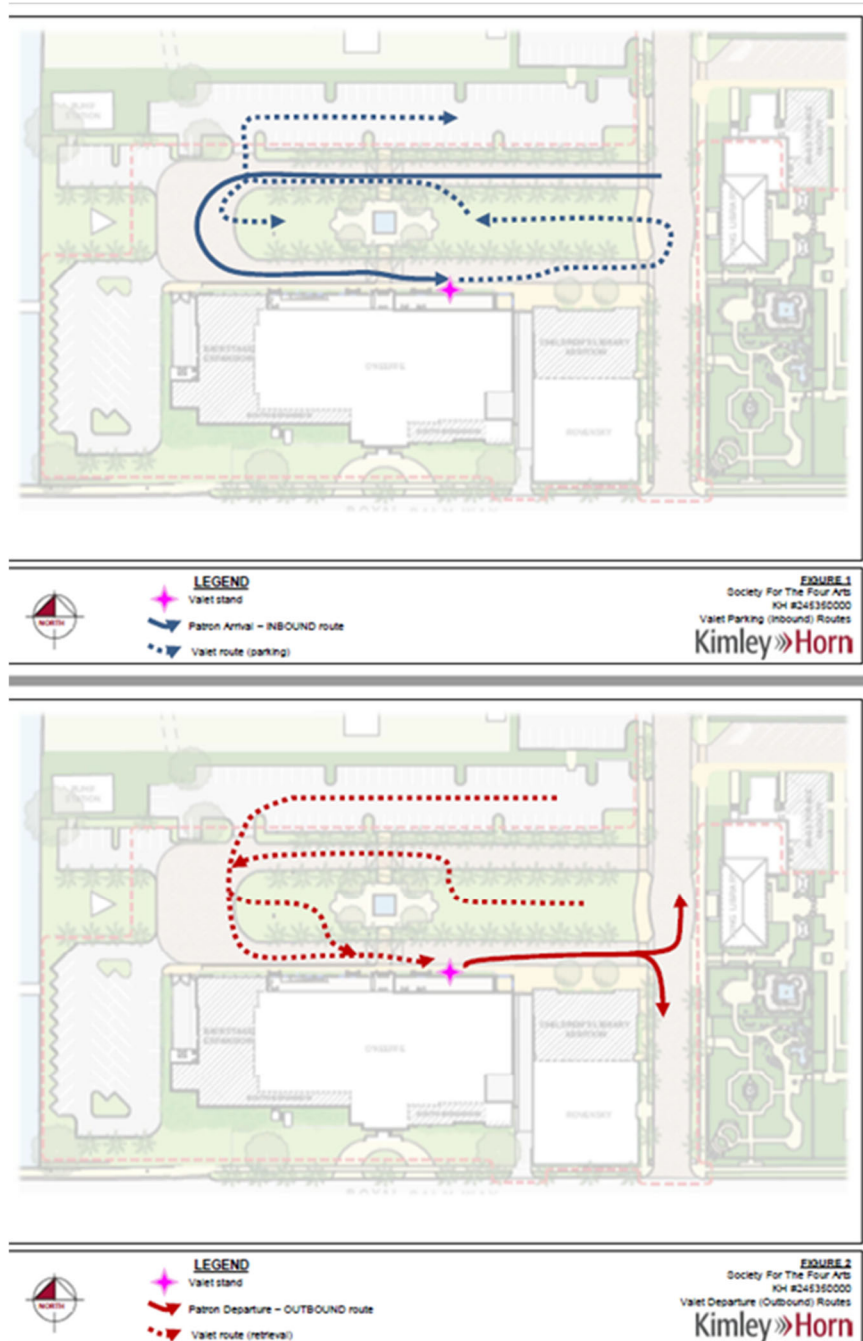
TCG 08/16/24 Response: Addressed.

14. There is a valet parking study for the proposed valet parking operations. Please confirm if there is currently valet parking offered at the existing Society of Four Arts development.

Kimley Horn and Associates, Inc.'s 08/09/24 Response: Valet parking is currently provided when larger events are held at the theater, which is the condition reflected in this analysis.

TCG 08/16/24 Response: Addressed.

15. Please provide additional details regarding the proposed Valet Stand. Figures 1 and 2 provide details regarding the inbound and outbound routes but do not show details of the valet stand and the 4 available stacking spaces for the vehicles to valet.



Kimley Horn and Associates, Inc.’s 08/09/24 Response: Figures 1 and 2 in the updated valet analysis have been updated to identify the valet pick-up/drop-off zone and identify the location of the valet stand.

TCG 08/16/24 Response: Addressed.

16. Please provide a section in the traffic impact study that summarizes the development's compliance with the traffic concurrency as defined in the Town of Palm Beach Code of Ordinances Chapter 30 and the level of service standards as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element (Policy 2.1). Please use the Generalized LOS Volumes from the FDOT 2020 LOS Handbook. Please provide footnotes to the relevant tables referencing these standards/criteria

Kimley Horn and Associates, Inc.'s 09/23/24 Response: A section addressing LOS as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element Policy 2.1 has been added to the updated traffic analysis.

TCG 10/04/24 Response: This item is still pending. Please include an intersection volume worksheet that calculates the background trips. The backup sheets of the Town committed trips have been included but there needs to be a more defined accounting for the increase in trips based on these approved but unbuilt development projects.

Kimley Horn and Associates, Inc.'s 10/07/24 Response: Calculations have been undertaken to calculate future traffic growth using two separate methods: calculated historical growth rate (2.33%) and committed development volumes + 1% base growth rate. The higher of the two calculation methods has been used in the analysis to provide for a conservative calculation. Detail on the historic growth rate calculations has been added to the Appendix of the updated report.

TCG 10/28/24 Response: Addressed. Please update the title of the Volume Development Worksheets provided as an attachment to the traffic impact study. The title should be changed from "Paramount Palm Beach" to "Society of the Four Arts".

Kimley Horn and Associates, Inc.'s 11/01/24 Response: Noted. The titles on the Volume Development Worksheets have been updated.

TCG 01/24/25 Response: Addressed.

17. Please include intersection capacity analysis during AM, Midday, and PM peak hours for the following intersections:

- South County Road and Royal Palm Way (signalized)
- Cocoanut Road and Royal Palm Way (signalized)
- Cocoanut Road and Seaview Avenue (stop controlled)
- Four Arts Plaza and Royal Palm Way (stop controlled)

There should be traffic analysis for the existing conditions, future conditions without project and future conditions with project. Please confirm there are no vehicle queueing issues at the key turn lanes at each intersection.

The traffic analysis should include committed trips from approved but unbuilt development projects in the Town of Palm Beach and adjacent West Palm Beach. Recent peak season traffic counts can be used in lieu of new traffic counts if collected within the past 12 months during peak season.

Kimley Horn and Associates, Inc.'s 09/23/24 Response: Intersection capacity analyses at the intersections listed above have been added to the updated traffic analysis.

TCG 10/04/24 Response: Addressed. A condition of approval will be developed that requires the applicant to provide proportionate fair share traffic mitigation improvements for the deficient intersections and roadways.

Kimley Horn and Associates, Inc.'s 10/07/24 Response: Noted.

TCG 10/28/24 Response: Addressed.

18. Please respond to the change in the assumptions for the future parking needs for the visitor parking demand for the proposed office use. The previous parking study included a percentage of no more than 50% use of the large conference rooms during daytime hours on a day in which the theater would be in full use and 100% in the early evening hours. There was a change in the new parking study to a more restrictive 40% use of the large conference rooms for visitors during daytime hours on a day in which the theater would be in full use and 100% in the early evening hours.

Kimley Horn and Associates, Inc.'s 09/23/24 Response: The conference room spaces are anticipated to be used at the highest capacity for Board meetings, etc. which are expected to take place in the early evening hours. During the day, they are anticipated to be used for meetings that may not involve as many attendees, and also these are expected to be meetings at which a significant percentage of the attendees would be employees who are already onsite and are therefore already accounted for in the employee parking numbers. Furthermore, it is anticipated that significant meetings, especially those including outside attendees, would typically not be scheduled on days in which there are high attendance events in the auditorium/theater space. The combination of these factors led to an assumption of 40% externally-generated parking demand during this time period, which is still anticipated to be a conservative number.

TCG 10/04/24 Response: Addressed.

19. Please update the valet parking traffic analysis by using a minimum of 60 seconds for the typical time for “handover” of the vehicle between an arriving patron and valet or the valet and the departing patron.

Kimley Horn and Associates, Inc.'s 09/23/24 Response: The valet analysis has been updated to include an assumption of 60 seconds for the vehicle “handover” time.

TCG 10/04/24 Response: Addressed.

20. Please add a 95th Percentile Vehicle Queueing Analysis Section to the traffic study methodology memo. Please include a table that summarizes the 95th percentile vehicle queues for the key turn lanes at the signalized intersections. The table should include the existing turn lane storage and the 95th percentile vehicle queues at all key turn lanes at signalized intersections for each scenario. Please provide a narrative and report out any turn lanes where the 95th percentile vehicle queue extends past the available storage length.

Kimley Horn and Associates, Inc.'s 10/07/24 Response: This information is included in the “95th Percentile Queueing Analysis” section of the updated report, starting on page 15 of the report. The requested tabular information is summarized in Tables 11 and 12.

TCG 10/28/24 Response: Addressed. Please update Cocoanut Road to read Cocoanut Row.

Kimley Horn and Associates, Inc.'s 11/01/24 Response: Tables have been updated to read Cocoanut Row.

TCG 01/24/25 Response: Addressed.

21. Please update the letter of intent to match the conclusions and recommendations from the parking study prepared by Kimley Horn and Associates, Inc. dated 09/20/24. The parking study indicates that parking supply provided is 233 spaces when event valet parking (on grass) is utilized:

- 150 parking spaces- west campus
- 41 parking spaces- east campus
- 42 parking spaces- stabilized surface grass parking

The LOI dated 08/08/24 references 235 parking spaces (149 parking spaces- west campus, 43 parking spaces- east campus, and 42 parking spaces- stabilized surface grass parking).

Kimley Horn and Associates, Inc.'s 10/07/24 Response: The LOI has been updated accordingly and a copy included with this Final Submittal set.

TCG 10/28/24 Response: Addressed.

22. Please update the years that the study intersections were analyzed for the three scenarios under the Intersection Operational Analysis on page 9 of the traffic impact study. The Existing Year, Background Year, and Future Total Year are noted as 2024. It is my understanding that the buildout year is 2029.

Kimley Horn and Associates, Inc.'s 11/01/24 Response: Text edits have been made to the reports to reflect the buildout year of 2029.

TCG 01/24/25 Response: Addressed.

23. The manual turning movement count traffic data collected at the Royal Palm Way and Four Arts Plaza intersection has been attached to the traffic study dated 10/07/24. Please add a label to this sheet that identifies the date that the traffic counts were collected. The narrative of the traffic study mentions Thursday, September 19, 2024. Please confirm who collected this traffic data as this sheet does not provide this information.

Time	ROYAL PALM WAY					ROYAL PALM WAY					FOUR ARTS PLAZA					FOUR ARTS PLAZA					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
7:30 AM	2	25	376	0	0	2	0	161	0	0	0	0	0	0	0	0	0	0	6	0	572	2,297
7:45 AM	5	30	395	0	0	1	0	164	1	0	0	0	0	0	0	0	1	0	12	0	609	2,305
8:00 AM	3	10	377	0	0	0	0	164	2	0	0	0	0	0	0	0	0	0	8	0	564	2,123
8:15 AM	2	5	432	0	0	0	0	108	2	0	0	0	0	0	0	0	0	0	3	0	552	2,207
8:30 AM	10	5	414	0	0	0	0	145	2	0	0	0	0	0	0	0	0	0	4	0	580	2,028
8:45 AM	6	8	286	0	0	0	0	124	2	0	0	0	0	0	0	0	0	0	1	0	427	1,995
9:00 AM	4	3	310	0	0	0	0	130	1	0	0	0	0	0	0	0	0	0	0	0	448	2,105
9:15 AM	7	8	421	0	0	3	0	126	3	0	0	0	0	0	0	0	0	0	5	0	573	2,085
9:30 AM	9	12	371	0	0	3	0	150	2	0	0	0	0	0	0	0	0	0	0	0	547	1,986
9:45 AM	9	12	343	0	0	0	0	171	2	0	0	0	0	0	0	0	0	0	0	0	537	1,927
10:00 AM	8	3	225	0	0	3	0	184	3	0	0	0	0	0	0	0	1	0	1	0	428	1,819
10:15 AM	9	7	277	0	0	2	0	174	2	0	0	0	0	0	0	0	0	0	3	0	474	1,859
10:30 AM	15	2	279	0	0	0	0	187	3	0	0	0	0	0	0	0	1	0	1	0	488	1,843
10:45 AM	11	5	265	0	0	2	0	144	2	0	0	0	0	0	0	0	0	0	0	0	429	1,859
11:00 AM	11	2	254	0	0	4	0	191	4	0	0	0	0	0	0	0	0	0	2	0	468	1,932
11:15 AM	12	5	215	0	0	2	0	222	1	0	0	0	0	0	0	0	0	0	1	0	458	1,920
11:30 AM	15	8	266	0	0	0	0	212	2	0	0	0	0	0	0	0	0	0	1	0	504	1,945
11:45 AM	17	0	237	0	0	5	0	239	3	0	0	0	0	0	0	0	0	0	1	0	502	1,895
12:00 PM	19	1	195	0	0	1	0	231	4	0	0	0	0	0	0	0	2	0	3	0	456	1,867
12:15 PM	13	4	251	0	0	5	0	207	2	0	0	0	0	0	0	0	1	0	0	0	483	1,900
12:30 PM	16	3	235	0	0	4	0	193	3	0	0	0	0	0	0	0	0	0	0	0	454	1,962
12:45 PM	14	3	244	0	0	2	0	203	4	0	0	0	0	0	0	0	0	0	4	0	474	2,005
1:00 PM	13	6	247	0	0	2	0	214	1	0	0	0	0	0	0	0	0	0	6	0	489	2,081
1:15 PM	19	12	252	0	0	3	0	251	3	0	0	0	0	0	0	0	1	0	4	0	545	2,097
1:30 PM	25	3	241	0	0	4	0	215	4	0	0	0	0	0	0	0	0	0	5	0	497	2,066
1:45 PM	16	16	235	0	0	0	0	280	2	0	0	0	0	0	0	0	0	0	1	0	550	2,012
2:00 PM	14	9	203	0	0	1	0	266	0	0	0	0	0	0	0	0	0	0	11	0	505	2,000
2:15 PM	14	10	213	0	0	4	0	269	1	0	0	0	0	0	0	0	2	0	1	0	514	2,146
2:30 PM	13	1	182	0	0	1	0	237	4	0	0	0	0	0	0	0	0	0	5	0	443	2,205
2:45 PM	12	7	201	0	0	1	0	313	0	0	0	0	0	0	0	0	0	0	4	0	338	2,218
3:00 PM	23	2	197	0	0	3	0	407	5	0	0	0	0	0	0	0	0	0	15	0	651	2,351
3:15 PM	17	6	151	0	0	3	0	367	19	0	0	0	0	0	0	0	0	0	10	0	573	2,333
3:30 PM	12	2	174	0	0	0	0	254	2	0	0	0	0	0	0	0	1	0	11	0	456	2,349
3:45 PM	21	5	209	0	0	0	0	418	6	0	0	0	0	0	0	0	0	0	12	0	671	2,473
4:00 PM	43	3	158	0	0	0	0	412	1	0	0	0	0	0	0	0	0	0	16	0	633	2,189
4:15 PM	21	3	139	0	0	2	0	413	4	0	0	0	0	0	0	0	0	0	7	0	589	2,051
4:30 PM	23	2	130	0	0	0	0	416	3	0	0	0	0	0	0	0	0	0	6	0	580	1,985
4:45 PM	12	0	86	0	0	0	0	279	0	0	0	0	0	0	0	0	0	0	10	0	387	0
5:00 PM	17	1	171	0	0	0	0	294	0	0	0	0	0	0	0	0	0	0	12	0	495	0
5:15 PM	18	3	125	0	0	0	0	368	0	0	0	0	0	0	0	0	0	0	9	0	523	0

Kimley Horn and Associates, Inc.'s 11/01/24 Response: The PDF containing the manual turning movement count traffic data collected at the Royal Palm Way and Four Arts Plaza intersection has been updated to include the date of when the counts were taken.

TCG 01/24/25 Response: Addressed.

24. Please update Tables, 6, 7 and 8 and add a column to the table for the Town of Palm Beach LOS criteria for each of these intersections. Please bold the overall intersection level of service per peak hour for each scenario that does not meet the LOS criteria. Please update the narrative of the Existing Year, Background Year (2029) and Future Year (2029) to include a bullet list of intersections that do not meet the Town of Palm Beach LOS criteria.

Kimley Horn and Associates, Inc.'s 11/01/24 Response: Tables 6, 7 and 8 have been updated to include Palm Beach LOS criteria. A bullet list identifying the intersection that does not meet the Town of Palm Beach LOS standards.

TCG 01/24/25 Response: Addressed.

25. Please update the Comprehensive Plan LOS Analysis narrative to outline the source for the 2024 two-way peak hour road segment volumes used in Tables 9 and 10, including adding a footnote to these tables with this same information. Please attach a copy of Tables 2 and 3 from the Town of Palm Beach 2024 Annual Traffic Count Update dated 04/24/24 to the updated traffic impact study Appendix. Please add a column in Tables 9 and 10 that specifies the Town of Palm Beach Road Segment LOS criteria.

Kimley Horn and Associates, Inc.'s 11/01/24 Response: Noted. The source of the Peak Hour volumes has been included in the narrative. Tables 9 and 10 have been updated to specify the Town of Palm Beach Road Segment LOS criteria.

TCG 01/24/25 Response: Addressed.

26. Please add to the narrative in the 95th Percentile Vehicle Queueing section (pages 15-16) and include a discussion of the feasibility of turn lane extensions for the deficient eastbound left turn lanes at Cocoanut Row and Royal Palm Way and South County Road and Royal Palm Way intersections.

Kimley Horn and Associates, Inc.'s 11/01/24 Response: As shown on Tables 11 and 12 in the Traffic Study, during the Future Total scenario, the proposed development is projected to add less than one vehicle to the eastbound left queue at Cocoanut Row & Royal Palm Way and South County Road & Royal Palm Way in comparison to the Future Background scenario. Therefore, it is considered a background deficiency. Turn lane extensions are theoretically feasible, but would have significant adverse impacts to the landscaping in the center median on Royal Palm Way.

TCG 01/24/25 Response: Addressed.

27. Please provide a feasibility study regarding a potential new multimodal connection of the Palm Beach Lake Trail at Royal Palm Way. The Palm Beach Lake Trail does not currently have a safe direct connection at the intersection with Royal Palm Way as there is at the Royal Poinciana Way intersection. The existing condition at Royal Palm Way includes an unmarked at-grade crossing. This intersection includes a westbound left turn lane at the intersection of Royal Palm Way and S. Lake Drive. This feasibility study of a potential reconfiguration of the Palm Beach Lake Trail should address the Town of Palm Beach Comprehensive Plan's goals, objectives, and policies that promote multimodal transportation infrastructure. The applicant should consider constructing the multimodal transportation infrastructure improvements where feasible (see comment #17).

